

govern themselves by a supposed though mistaken system of rigid economy. And in consequence thereof the road was made more with reference to the cheapness and facility of location and construction than its ultimate utility.

The company however discovered that, even upon the plan they had adopted, their means were insufficient. In this situation they applied for and received aid from the State. With more ample and, as they supposed, adequate means, and a knowledge acquired by experience that the work was not adapted to its purpose, and in order to render it effectually promotive of the great end for which it was undertaken (the general good of the State) the almost entire re-location and construction of the road as far as made, and important changes in the contemplated location and plan of construction of the part remaining to be finished, were determined upon and executed. Thus errors into which the company had been forced by the circumstances before alluded to, were corrected; and diminished distance, and increase of transportation by a given power, were effected at the cost of augmented outlay. These remarks are made by your committee as introductory to the statement of the company shewing the estimated and actual cost of the construction of the road from Timonium to York, to which statement, marked A. the house is referred. By that it appears,

the estimated cost,	\$1,178,690 00
is exceeded by the actual cost,	1,503,385 42

in the sum of	324,695 42
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The chief engineer of the company assigns three reasons for this excessive actual cost of this portion of the road.

1st. By the necessity of increasing the contract prices on several sections.

2d. By improvements in the location of the road which caused more frequent crossings of the Gunpowder and Codorus than were first contemplated, and

3d. By a greater quantity of rock excavation in cuts where no indication of rock existed.

The change in the location of the road, mentioned in the 2d reason, for the purpose of avoiding difficult curves, and deriving other advantages, involved necessarily, large expenditure both in bridging and in other departments of construction.

The entire exhaustion of the company's means, with their work still incomplete, is thus accounted for, and is fit preface to the document herewith filed, marked 'Exhibit. J.' to which the